

SURVIVORS RELATE THRILLING STORIES OF AIRSHIP WRECK

Another View of the Wreck of the Dirigible Roma, Showing Metal Framework After Fire Burned Out



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Group of Army Officers Who Manned the Roma at Time of Disaster



Left to Right, Front Row: Capt. W. J. Reed, Major J. G. Thornell, Capt. Dale Mabry. Second Row, Left to Right: Sergt. J. N. Biedenbach, Sergt. V. C. Hoffman, Staff Sergt. M. J. Beale, Master Sergt. H. A. Chapman, Master Sergt. R. C. McNally.

was a soldier there and came here to see the Spanish War. He was a big, fine fellow, six feet tall and liked soldiering. He joined the regular army and at times served in the 6th Cavalry, the 23d Infantry and the 4th Coast Artillery.

"When we got into the World War he went into aviation and was promoted until he was a Major. He had two years' service on the other side and when it was over dropped back to be a Master Sergeant again. When he wasn't with his regiment or had a furlough and between enlistments he made his home with us. My grandchildren used to call him 'Uncle Jim.' He wanted to die with his shoes on in service and he buried where he fell."

William J. Ryan was promoted to the position of Sergeant in the Aviation Corps in October, 1920, which post he filled until his death yesterday. He was only twenty-one, and was born in Ireland. His parents, Bridget and William J. Ryan, brought him to Brooklyn when he was eleven months old and he lived in that borough ever since. His last visit home was in September.

Sergt. Ryan was a graduate of P. S. No. 20, No. 165 Conover Street, only a few doors from his home at No. 180. Later he attended the Manual Training High School, but in July, 1918, as soon as he reached the age limit, he enlisted in the Aviation Corps. He was first stationed at Mitchell Field, then Lanier Field, and finally Langley Field. He was a member of the Visitation R. C. Parish. Seven brothers and sisters and his parents survive him.

Miss Sarah Van Ness, No. 113 Lexington Avenue, Red Bank, N. J., received a telegram from Langley Field, Va., to-day advising her that her cousin, Staff Sergt. Edward Schumacher, was killed in the Roma tragedy and adding that the body would be shipped to her at Government expense if she desired. She telegraphed instructions and has made arrangements for a funeral service at St. James's Catholic Church.

Sergt. Schumacher was born at Long Branch and was a son of the late Julius and Ellen Schumacher. He was married and had a daughter seventeen years old, but he had been living apart from them for some time. They live at Long Branch. It was said that he had been buried in the family plot at Mount Olivet Cemetery, near Red Bank.

Mrs. Stillman's father suddenly died in Virginia. (Continued From First Page.)

Stillman family and was marked in his loyalty to his daughter. It was through his marriage with pretty Cora Urquhart and her subsequent spectacular career that Mr. Potter came most prominently before the public. Miss Urquhart, a beautiful New Orleans girl, daughter of a prominent Southern family, was married to Mr. Potter in 1910. They came to New York and she was greatly admired for her beauty and charm. As Mrs. Potter was possessed of certain theatrical abilities she became the star of an organization of amateur actors and actresses which gave a number of fashionable performances in this city.

ARMY INQUIRY IS STARTED INTO DISASTER TO THE "ROMA"

(Continued From First Page.)

Juries at the Public Health Service Hospital.

Work of identification progressed slowly last night, the officers and men from Langley Field detailed for this work completing their examination shortly before daylight. Identification was established by scars, teeth and hair in some instances, but even then there were four bodies which no one could positively identify.

A morbidly curious crowd was outside of the undertaking establishment far into the night. One or two ventured inside on one or another pretext, but staggered out gasping for breath a few seconds later. There was one man who stood stoically by, never shifting his position. He was Dr. J. H. Mabry, of New York. He was looking for his brother, Capt. Mabry. Body after body was identified or sent back for a later examination. The last body brought in proved to be that for which he was waiting.

Capt. George D. Watts of Mississippi, numbered among the dead, narrowly escaped a similar fate last night when a captive balloon he was piloting at Ross Field in California became unmanageable and the Captain leaped to safety from a height of 2,000 feet. It was recalled to-day by Air Service officers at Langley Field.

The balloon was careening perilously at a height of 15,000 feet when Capt. Watts opened a valve which caused the great gas bag to plunge like a plummet to earth. When about 2,000 feet from the ground the army officer realized, he told brother officers, that a safe landing would be impossible and he leaped off in a parachute, making a safe landing.

Major Welsh and Lieut. Reardon were in a forward cabin when the collapse came. They were stunned for a few seconds and while a daze began cutting away at the fabric. After cutting a large hole they found themselves directly over a deep depression in the ground and this enabled them to crawl to safety.

Capt. Isaiah Doyle, Adjutant at Langley Field, to-day denied reports that helium gas had been removed from the Roma's bag just before the flight.

"We haven't that much helium," he said. "The Roma's bag was filled with the usual hydrogen and we never used helium in her."

Stories of the crash conflict, but general opinion is that the gas bag exploded as the ship struck the ground. Residents of Hampton, Newport News and other towns some miles from the scene reported hearing the sound of the explosion. Several army officers reported likewise. Others, however, denied there was an explosion.

Major J. D. Reardon, one of the survivors, tells something of the last moments. The dirigible had been manoeuvred about the flatlands around Hampton Roads for some time, he said, when Lieut. Burt, in charge of the elevator planes, suddenly shouted:

VICTIM OF ROMA LOVED SOLDIERING FOR THIS COUNTRY



MASTER SGT. JAS. MURRAY.

motor was running. It is possible that the engineer was so thrown out of his position that he could not see the signals on his dial.

"Every effort to get the Roma on an even keel proved useless and she pitched into the ground in a nose dive and turned over on her side."

"When the ship hit," he was thrown into the upper part of the cabin. I was shut in and got out only when a male was burned into the cabin. Lieut. Welch crawled out with me. Both of us had to go through flames to get to safety.

seemed to have been thrown clear of the fire when the ship struck the ground."

A graphic account of the disaster was given by E. L. Potter, an employee at the army base, who was watching the Roma flying over the base and saw the airship fall.

"The Roma was sailing along nicely at about 2,000 feet up, I should judge, when something seemed to go wrong," he said.

"The big ship began to teeter about as if her steering apparatus had collapsed. Then she started to come down, nose first."

"She came slowly at first, and I saw men on the ship throwing things out—bags of ballast, I guess. As she came faster, more things were thrown out then I saw two men leap with parachutes. By the time they jumped, however, they were too close to the ground for their parachutes to catch the air. When the ship neared the ground the rear end hit some high power electric wires and immediately there was a crash and a wall of flame shot into the air, hundreds of feet."

"The men who were taken out alive had managed to get clear of the airship and jump away from her before the explosion."

THE DEAD.

MAJOR JOHN G. THORNELL, married, home address, Sidney, Ia.; wife, Mrs. John G. Thornell, Langley Field, Va.

MAJOR WALTER W. BAUTS-MEIER, married; home address, No. 57 American Street, Freeport, Ill.; mother, Mrs. C. F. Bautsmeier, same address.

CAPT. DALE MABRY, single; home address, No. 207 Cardy Street, Tampa, Fla.; brother, G. E. Mabry, Tampa.

CAPT. GEORGE WATTS, single; home address, Indiana, Miss.; emergency address, mother, Mrs. B. E. Watts, same address.

CAPT. ALLEN P. MACFARLAND, single; home address, No. 520 North Meridian Street, Indianapolis; emergency address, mother, Mrs. Mary F. MacFarland, same address.

CAPT. FREDERICK J. DURR-SCHMIDT, single; home address, No. 100 Main Street, Derby, Conn.; emergency address, father, Max A. Durr-schmidt, same address.

FIRST LIEUT. JOHN R. HALL, married, Kingsville, Mo.; wife, Mrs. John R. Hall, same address.

FIRST LIEUT. WALLACE C. BURNS, married; home address, Brandon, Miss.; emergency address, father, Robert Burns, same address.

FIRST LIEUT. WILLIAM E. RILEY, married; home address, No. 325 East 86th Street, New York; emergency address, wife, Mrs. Minnie H. Riley, same address.

FIRST LIEUT. CLIFFORD E. SMYTHE, married, home address No. 5623 Winthrop Avenue, Chicago; emergency address, R. M. Smythe, same address.

FIRST LIEUT. WALLACE C. CUMMINGS, married, Springfield, Tenn.; wife, Mrs. Cummings, No. 408 South Ivy Street, Monrovia, Cal.

FIRST LIEUT. ANDREW V. CLINTON, married, home address No. 301 East Charlton Street, Savannah, Ga.; emergency address, Mrs. Harriet Clinton, same address.

FIRST LIEUT. HAROLD K. HINE, single, home address No. 251 West Avenue, Bridgeport, Conn.; emergency address, brother, Paul Hine, same address.

MASTER SERGT. ROGER C. McNALLY, mother, No. 1815 Stiles Street, Philadelphia.

MASTER SERGT. JAMES MURRAY, friend, Charles Ellis, No. 709 Greenwich Street, New York.

MASTER SERGT. HOMER GORBY, mother, Mrs. Jessie Gorby, Raymond City, W. Va.

TECH. SERGT. LEE M. HARRI, wife, No. 14 Aladdin Village, Langley Field, Va.

STAFF SERGT. LOUIS HILL-LARD, sister, Iona Hillard, Coldwater, Kan.

STAFF SERGT. MARION J. REALL, father, All O. Reall, Laplata, Mo.

SERG. THOMAS A. YARBOROUGH, father, T. W. Yarbrough, No. 2528 Pelham Street, Selma, Ala.

SERG. WILLIAM RYAN, 180 Conover Street, No. 109 Conover Street, Brooklyn; father, William Ryan, Cappaquin, Ireland.

STAFF SERGT. EDWARD M. SCHUMAKER, first cousin, Mrs. Sarah Van Ness, Red Bank, N. J.

STAFF SERGT. JAMES M. HOLMES, mother, Mrs. Ivy M. Holmes, No. 215 21st Street, Ashland, Ky.

SERG. V. C. HOFFMAN, No. 451 West Train Street, Eaton Rapids, Mich.

CORP. IRBEY B. HEYRON, Mrs. Minnie G. Heyron, 1614 South M Street, Elwood, Ind.

PRIVATE JOHN E. THOMPSON, mother, Mrs. Eva Thompson, R. F. D. 1, Box 120, Bonnaville, N. C.

PRIVATE MARION HILL, sister, Goldie Meyers, general delivery, Newton, Ill.

PRIVATE GUS KINKSTON, No. 3611 West Kentucky Street, Louisville, Ky.

PRIVATE THERON M. BLAKELEY, No. 561 Seventh Avenue, San Francisco, Cal.

CIVILIANS: WILLIAM O'LAUGHLIN, married, home address, Brooklyn Avenue, Dayton, O.

CONGRESS MAY END GIVING MONEY FOR DIRIGIBLE SERVICE

Strong Demand Arises After Roma Disaster—Risk Deemed Too Great.

WASHINGTON, Feb. 22.—A strong demand that all appropriations for army and navy dirigibles be stopped at once arose in Congress to-day as the result of the Roma disaster at Norfolk yesterday.

Because of the destruction of the big army ship yesterday the explosion of the ZR-2 over Hull, England, last August, with the loss of many lives, and the loss of several smaller craft in recent years, Congressional leaders, in close touch with army and navy affairs, believe it unwise to spend large sums of money and risk scores of lives in developing the dirigible.

With the Army and Navy Appropriation Bills pending in Congress, Representative Madden, Illinois, Chairman of the House Appropriations Committee, said that an investigation into the disaster was being made.

"We ought not to squander our money on dirigibles if they are going to endanger lives in this manner," he said. "Something must be done to prevent these giant airships from being a menace. We must either quit spending millions on them or make them more safe."

Representative Mondell of Wyoming, Republican floor leader, said: "Dirigibles seem to be very dangerous. The world, however, is not inclined to take a backward step and dispense with the use of dirigibles, but will endeavor to guard the use of them."

Representative Kahn, California, Chairman of the House Military Affairs Committee, said he would wait until further information had been received as to the cause of the accident before advising any steps by his committee. A rigorous examination must be made, however, he said, to fix the blame.

"This was a very terrible catastrophe," he stated. "I look upon the men who perished as martyrs to the cause of progress and science."

ROMA VICTIM WALKED 400 MILES TO ENLIST

McNally Had Been Teacher in Alaska in 1917.

PHILADELPHIA, Feb. 22.—Master Sergt. Roger C. McNally, a Philadelphian, killed in the Roma disaster, walked 400 miles in Alaska to enlist in the World War in 1917. Staff Sergt. John T. McNally, a brother, said to-day Roger was attached to the Department of the Interior, serving as a school teacher in Alaska, and made the long walk to Seward, the nearest recruiting station.

He won early promotion, and when discharged at the end of the war, re-enlisted in the Air Service, in which he was keenly interested.

PELLETIER, OUSTED, TO RUN FOR OLD OFFICE

Says Public, Not Court, Must Decide His Case.

BOSTON, Feb. 22.—Joseph C. Pelletier, removed from office as District Attorney of Suffolk County for misconduct by decision of the Supreme Court yesterday, was a prospective candidate for re-election to-day. In a statement in which he criticized the decision as unjust, he said it was not final, "cannot be final unless government by the people is at an end. Next November they will make their decision."

FIND MAN INTOXICATED, LITTLE GIRL IN HIS CARE

He Brought Her From South Norwalk to See City.

Little Anna Moffitt, who lives in Danbury, Conn., received permission from her parents to go to New York to see the sights with Roy Shaw, who lives in South Norwalk and is an old friend of the Moffitt family. Shaw is a brakeman on the New Haven Railroad.

They came to the big city this morning, but the only sight little Anna saw was Shaw getting drunk and the inside of the East 126th Street station. He presented evidence in defense. Anna was placed with the Children's Society and her parents were told of what had happened.

DIED.

SANBORN—HAZEL STRAIGHT, wife of James F. Sanborn, entered into eternal life Tuesday, Feb. 21. Notice of funeral later.

Funeral Directors: When Death Occurs Call Columbus 8200 FRANK E. CAMPBELL "The General Church" Inc. (NON-SECTARIAN) Broadway at 66th St.

AIRMEN DECLARE HYDROGEN SHOULD NEVER BE USED

Lighter Than Air Craft Only Safe When Helium Can Be Used in Inflation.

Robert Brunstock, balloonist, formerly attached to the United States Navy Aerographic Service at Hampton Roads, to-day declared in discussing the loss of the Roma that "it is impossible to have safety in lighter-than-air craft, when hydrogen is used. Lighter-than-air craft have a future—but only when helium gas can be produced less expensively."

America's future in the air is in airplanes—not dirigibles—in the opinion of Hugh D. McKay, formerly of the British Royal Air Force. "The Roma accident occurred when an elevator wire snapped. A clever airplane pilot could have landed his machine safely with a broken elevator wire. The Roma, however, had no such chance. Lighter-than-air craft are too unwieldy, and what is worse, too inflammable."

Italy Distressed Over Roma Disaster: King Seeks Details and Air Chief Cables Condolences. ROME, Feb. 22.—The Roma disaster caused deep distress throughout Italy, and the entire press to-day expressed profound regret. King Victor Emmanuel particularly asked for details of the catastrophe, and Gen. de Selbert, head of the Italian

COMPLETE OFFICIAL LIST OF DEAD IN ROMA DISASTER

WASHINGTON, Feb. 22.—The official list of dead, with their addresses,

Headaches from Slight Colds: Laxative Bismuth Tablets soon relieve headaches caused from Colds. A tonic laxative and germ destroyer. The genuine has the signature of E. W. Grove. (See sure you get BISMUTH) 20c.—adv.

KEEP YOURSELF STRONG. Build up with Father John's Medicine. Pure nourishment—no drugs—adv.